

Ex-414

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

CONFIDENTIAL

This Document contains information affecting the National Defense of the United States, within the meaning of Title 18, Sections 793 and 794, of the U.S. Code, as amended. Its transmission or revelation of its contents to or receipt by an unauthorized person is prohibited by law. The reproduction of this form is prohibited.

25X1

COUNTRY	USSR (Moscow Oblast)	REPORT	[REDACTED]
SUBJECT	Freight Yards and Engine-Servicing Facilities at Biryulevo	DATE DISTR.	15 March 1955
DATE OF INFO.	[REDACTED]	NO. OF PAGES	7
PLACE ACQUIRED	[REDACTED]	REQUIREMENT	[REDACTED] 25X1
		REFERENCES	[REDACTED]

USAF review completed.

THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
 THE APPRAISAL OF CONTENT IS TENTATIVE.
 (FOR KEY SEE REVERSE)

25X1

25 YEAR RE-REVIEW

CONFIDENTIAL

STATE	#X	ARMY	#X	NAVY	#X	AIR	#X	FBI	#	AEC		ORR	Ev	X		
-------	----	------	----	------	----	-----	----	-----	---	-----	--	-----	----	---	--	--

25X1

(Note: Washington Distribution Indicated By "X"; Field Distribution By "#".)

~~CONFIDENTIAL~~

25X1

REPORT

COUNTRY USSR (Moscow Oblast) DATE DISTR. 17 Feb. 1955
 SUBJECT Freight Yards and Engine-Servicing Facilities at Biryulevo NO. OF PAGES 6

DATE OF INFORMATION

REFERENCES:

PLACE ACQUIRED

25X1

THIS IS UNEVALUATED INFORMATION

25X1

Identification Data

1. See page 5 for a pinpoint location of the freight yards and engine-servicing facilities.
 1. A double-track railroad line which led 18 km north to Moscow.
 2. The Biryulevo (N 55-35, E 37-39) area.
 3. A single-tracked railroad line with a sand bed. This line was seldom used; it led to a gas and coke plant.
4. Moscow River.
5. Moscow.
6. Paveltsky station and railroad depot.
7. The Biryulevo freight yards and engine-servicing facilities. (For detailed information see page 6.)

25X1

Site Layout

2. See page 6 for a [redacted] sketch of the Biryulevo freight yards and engine-servicing facilities with the following:

25X1

~~CONFIDENTIAL~~

CONFIDENTIAL

-2-

25X1

1. A wooden building, 35x25x5m, with a tin-covered, low gable roof. This building was located about 400m from the passenger railroad station (Point 3) and was used as a theater and dance-hall for railroad workers.
2. Eight to twelve three-story stone buildings located about 20m from the railroad tracks. These buildings were used as living quarters for railroad workers.
3. The passenger railroad station, built of stone, 15x10x6m, which contained a waiting room, restaurant, and offices.
4. A wooden passenger ramp, 8m wide and 150m long. A ticket office was located on this ramp. 20 to 25 passenger trains stopped here during a 24-hour period; these trains consisted of about six cars. All passenger trains were electrically operated with power obtained from an overhead line. The routes of these trains were Moscow to Domodedovo (N 55-29, E 37-42) and return and Moscow to Rastorguyev (N 55-33, E 37-41) and return. No freight trains stopped at this ramp.
5. A small settlement which was part of Biryulevo.
6. A single-line railroad track which was under repair [redacted] in fall 1949.

25X1

7. A fenced area, 40x20m. The fence was made of wood and was 1½m high. Ice for refrigerator cars was made in this area. The process for making the ice was done in the following manner: A snow bank, about 25cm high was built within the fenced area, this area was then flooded with water. After the water was frozen by natural means, e.g., winter weather, another snow bank was built on top of the ice and the same process was repeated. This process continued until the ice reached a height of four to five meters. When the freezing process was completed, the ice was entirely covered with sawdust to prevent melting in the summer.
8. A wooden barrack, 20-22x9x4m, with a tar paper-covered, gable-type roof. This barrack was used as living quarters for the single railroad workers. The barracks had four two-room apartments, each of which housed 12 to 15 persons.
9. A barrack. (Same details as in Point 8, except that the roof was made of tile.)
10. A barrack. (Same details as in Point 9.)
11. A barrack. (Same details as in Point 9.)
12. A barrack. (Same details as in Point 9.)
13. A wooden barrack, 20-22x9x4m, with a tile-covered, gable-type roof. This barrack was used as living quarters for the families of railroad workers. It consisted of four three-room apartments, each of which was occupied by one or two families.
14. A barrack. (Same details as in Point 13.)
15. A single-tracked railroad spur.

CONFIDENTIAL

CONFIDENTIAL

-3-

25X1

16. A stone building, 16x7x4m, with a tar paper-covered, low gable-type roof. This building was used as a compression station and brake shop. There were two compressors in this building, one was an old one-cylinder-type and the other was a new two-cylinder-type. The new compressor was seldom used because it overheated too quickly. This building also contained some minor brake equipment. Three persons were assigned to the compressors; each person worked 12 hours on and was off for 24 hours. Eight or nine persons worked in the brake shop.

17. A metal tank, 10m long and 2-2.2m in diameter. This tank held compressed air which was used in connection with the compressors (Point 16).

18. A wooden building, 7x5x3m, with a tar paper-covered, low gable-type roof. This building contained a waiting room and dressing rooms for train-checking crews.

19. A wooden ramp, 10-12m wide [redacted]. Trains stopped at this ramp for visual and minor servicing checks. There were 10 to 12 men to a checking crew who checked these trains. The checking crews worked three shifts with two crews to each shift. 40 trains stopped at this ramp for checks over a 24-hour period. [redacted] on a few occasions, some equipment [redacted] loaded and unloaded at this ramp [redacted]

20. A wooden passenger ramp, 8m wide and 150m long. This ramp was about 150m away from the ramp (Point 4). Stairs at the northern end of this ramp led up to the overhead passenger ramp (Point 24).

21. A stone building, 7x5x4m, [redacted]. The switchings of tracks and signal lights were operated from this building. The main railroad line was operated only from this building.

22. A freight railroad station, 15x8x4m, stone, with a gable-type roof. This station contained offices and a waiting room. There were four or five other buildings in this area which contained a canteen, barber shop, and barracks for the railroad workers. Fifty to seventy meters south of this station, there were some small shacks which were used by railroad workers for the storage of wood, coal, and tools.

23. A brick mess hall. The east wing of this building was one story high while the west wing was two stories high. The second floor was used for living quarters by railroad workers; this building had a gabled roof. Other dimensional data is on [redacted] sketch.

24. An overhead passenger ramp built of reinforced concrete. It was three meters wide, eight meters high, and 250m long. The east and west sides of this ramp had stairs; the aisle of the ramp was wood-covered.

25. A wooden building, 7x6x3m, with a tar paper-covered, gable-type roof. This building was used as an office for the railroad checking crews.

26. A shack, formerly a railroad car, used by railroad workers for the storage of wood and minor repair parts.

CONFIDENTIAL

CONFIDENTIAL

-4-

25X1

27. A brick building, 13x8x4m, with a tin-covered, gable-type roof. This building contained a small repair shop for the repair of railroad car bearings, a shower room, and a central heating station which heated the repair depot (Point 28). The section of the building which contained the heating station was eight meters high.

28. The repair depot, built of red brick, was eight meters high from the ground to the beginning of the roof. The roof was a tar paper-covered, curved roof. The height of the building from ground level to the top of the roof at the center was 12 m. (Other dimensional data is given on the [redacted] sketch.) There were two railroad lines in this repair depot; each track could accommodate four large or five small passenger railroad cars. Only passenger cars were repaired here. The north wing of the repair depot contained offices and repair shops such as an electrical shop, a blacksmith shop, a machine shop, etc. This repair depot employed 60 to 70 persons and operated on one eight-hour shift. 25X1

29. A small storage shack.

30. A carpenter shop, 12x6x4m, built of wood, with a tar paper-covered, gable-type roof.

31. A turntable [redacted]

25X1

32. Railroad tracks -- six or seven standing tracks.

33. A brick garage with a tar paper-covered, curved-type roof. This garage had accommodations for six or seven locomotives. [redacted]

25X1

3. The freight yards and engine-servicing facilities covered an area of about two kilometers in length and 250m in width; it contained from 20 to 25 sets of tracks. This area was 18 km south of Moscow. In addition to the tracks leading between Moscow and Kursk (N 51-42, E 36-12) and to the gas and coke plants, there was only one double railroad line entering and leaving the area which was used by both passenger and freight trains. The northern section of the area had a water station and large coal piles [redacted]

25X1

[redacted] there was a labor force of 200 persons for the entire freight yards and the engine-servicing facilities. Some of the locomotives repaired in the yards were FD (Felix Dzerzhinskiy), Kukushka, and E (or Emochka). [redacted]

25X1

CONFIDENTIAL

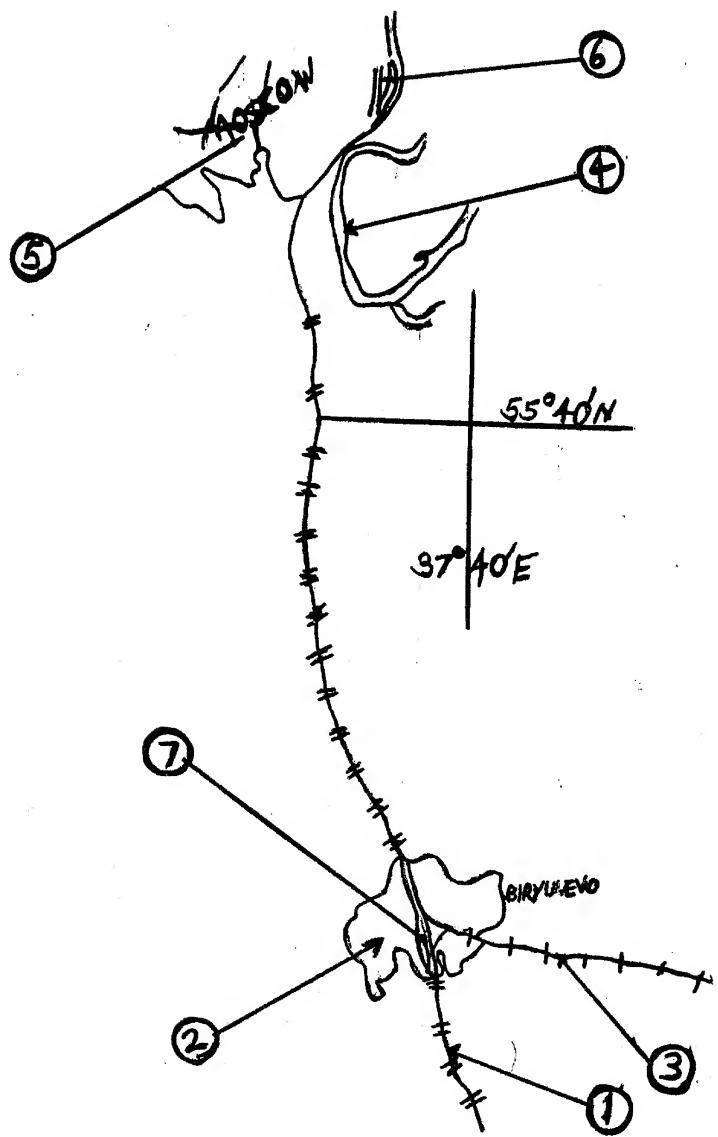
CONFIDENTIAL

-5-

[redacted] 25X1

25X1

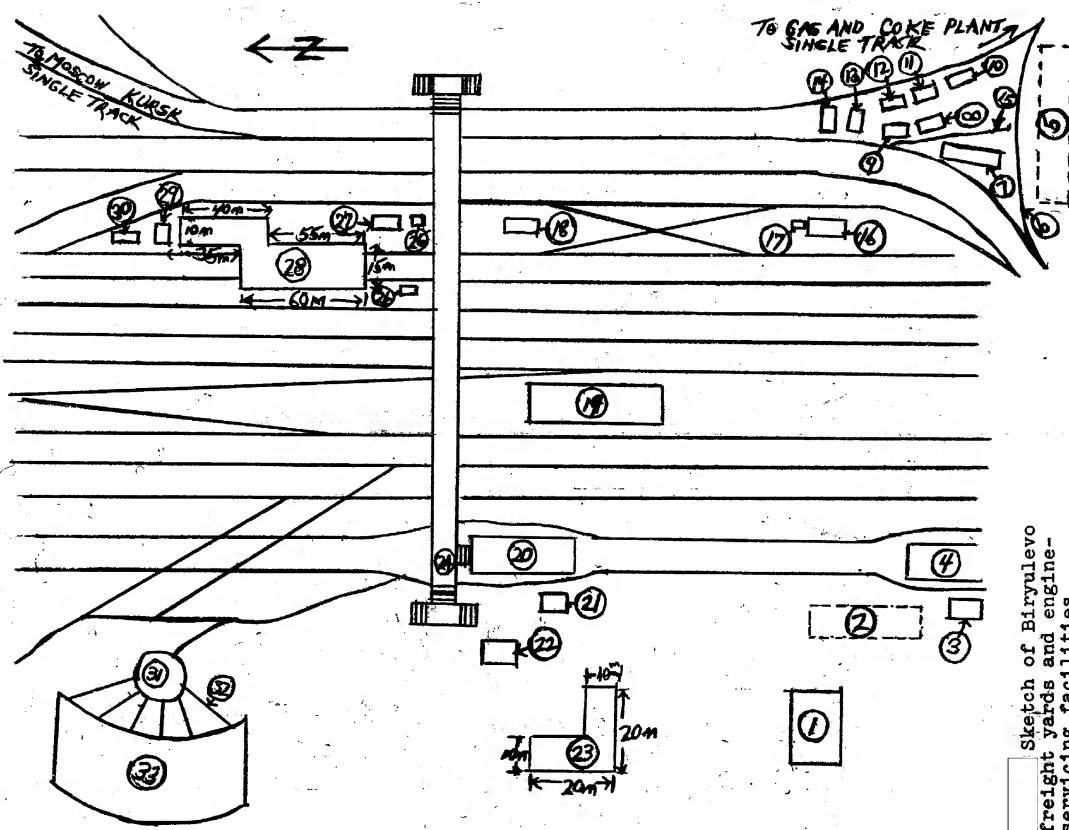
Moskva



CONFIDENTIAL

Sanitized Copy Approved for Release 2010/03/02 : CIA-RDP82-00046R000400420004-7

CONFIDENTIAL
-6-



CONFIDENTIAL

Sketch of Biryulevo
freight yards and engine-
servicing facilities.

25X1

25X1

Sanitized Copy Approved for Release 2010/03/02 : CIA-RDP82-00046R000400420004-7